

## Mails.

**U. S. MAIL LINE.**  
**PACIFIC MAIL STEAMSHIP COMPANY**  
**THROUGH TO NEW YORK, VIA OVER-**  
**LAND RAILWAYS, AND TOUCHING AT**  
**YOKOHAMA, AND SAN FRANCISCO.**

PROPOSED SAILING FROM HONGKONG  
*City of Rio de Janeiro* } Saturday 19th Dec.  
 (via Honolulu) .....  
*City of Peking* ..... Thursday 4th Feb.

**THE U. S. Mail Steamship**  
**"CITY OF RIO DE JANEIRO"**  
 will be despatched for SAN FRANCISCO, via  
 YOKOHAMA and HONOLULU on SATUR-  
 DAY, the 19th Dec., at 1 P.M., taking Passengers  
 and Freight for Japan, the United States, and  
 Europe.

**RATES OF PASSAGE.**  
**From Hongkong, First-class.**  
 To San Francisco, Vancouver, }  
 Victoria, Esquimaux, New } \$225.00  
 Westminster, Port Townsend,  
 Seattle, Tacoma, Portland, O... }  
 To Liverpool and London..... 325.00  
 To Paris and Bremen..... 345.00  
 To Havre and Hamburg..... 335.00  
 Through Passage Tickets granted to England,  
 France, and Germany by all trans-Atlantic lines  
 of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months	\$22.50
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Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

*This allowance does not apply to through fares from China or Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received on board until 12 M.

be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company.

No. 72, Queen's Road Central.  
J. S. VAN BUREN,  
Agent.  
Wednesday 25th November 1941  
OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.  
TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO.

CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.  
PROPOSED SAILINGS FROM HONGKONG.  
Oceatic ..... Tuesday 8th Dec.  
..... Thursday 10th Dec.

Pacific .....Thursday 31st Dec.  
 Baltic .....Saturday 23rd Jan., 1892.  
**T**HE Steamship  
 "OCEANIC"  
 will be despatched for San Francisco, via  
 Yokohama, on **TUESDAY**, the 8th December,  
 at 1 P.M. Connection being made at Yoko-  
 hama with Steamers from Shanghai and Japan  
 Ports.  
**RATES OF PASSAGE.**

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.,	\$225.00
To Liverpool and London .....	325.00
To Paris and Bremen .....	345.00
To Havre and Hamburg .....	335.00

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in Service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

**Return Tickets.—First Class.—**Prepaid return tickets to San Francisco will be issued at following rates:—

4 months .....	\$337.50
12 months .....	\$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a

discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consider Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central,  
J. S. VAN BUREN, Agent,  
Hongkong, 12th November, 1891.

W. S. MARIEN,  
ARTISTIC DECORATOR,  
DUDELL STREET,  
HONGKONG.  
Hongkong, 6th April, 1890.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26







a certain amount of warehouse expenses are saved by this slower but just as certain method of carriage. The number of vessels engaged in this trade in 1890 was 356, of which 24 were steamers, 23 British and 1 German. This leaves a little over ninety per cent. of the trade to sailing vessels. The British, as usual, carry off most of this business, representing 156 out of 310 whole, while our own people make a bad second with only 63 vessels. The Italians come next on the list with 24 vessels, the remainder being represented by 5 German, 5 Dutch, 1 Norwegian, 1 Austrian, and 1 Hawaiian. This is not a brave showing for our own vessel interest, but the signs of the times are more favorable for it than for years past, and it is among the possibilities that the bulk of American petroleum for export may yet be carried in American bottoms.

—N. Y. Maritime Register.

#### TURPENTINE'S MANY USES.

Turpentine is an article so widely used in the arts and so fully obtained that its virtues as a domestic remedy have, in a great measure, been overlooked.

In the early stages of croup or almost any throat or chest trouble it is well-nigh a specific. The writer has seen the most obstinate cough disappear after its use, as follows: Rub the chest and throat until the skin is red, then take a piece of flannel or cotton batting over the chest moistened with a few drops of the oil, and inhale the vapor. By rubbing on sweet oil irritation of the skin may be avoided.

For burns it is invaluable, applied either with a rag or in a salve. The pain vanishes, and healthy granulation soon begins. Its use is at first attended with considerable smarting, but the permanent good more than compensates for it.

Turpentine in which is dissolved as much camphor as it will take up is pre-eminently the dressing for lacerations, bruises and cuts. Its antiseptic action is equal to that of carbolic acid, it speedsily stops the bleeding (Hunter says, "It is the best, if not the only true styptic," allays the pain and hastens the process of healing. Few, if any, ulcers long resist its continued application.

As a liniment turpentine, with equal parts of iodoform, camphor and chloroform, is unsurpassed. Sprains, rheumatic pains, bruises, and sometimes even neuralgia, yield to its magic influence.

As an Inhalation turpentine has proved of great service in bronchitis, pneumonia, pleurisy and other throat and lung affections. If you have a cough sprinkle a little on a handkerchief and hold it to your mouth and nose for a few minutes, breathing the vapor, and note the effect. Internally, turpentine has enjoyed for a century the reputation of being a specific for scalds. Its mode of operation is unknown, but that it cures stands as a proof of its virtue. Ten drops three times a day in sweetened water is the dose.

As a remedy for that curse of childhood, worms, it is well known. A teaspoonful given in a half glass of sweetened milk, followed in an hour or two by a full dose of castor oil, seldom fails. The practice of our grandmothers in giving it to us on sugar, for coughs and sore-throat, was based on common sense.

A bath in a half pint of turpentine and two pounds of salt soda in an ordinary bath tub, three-quarters full of water, at 120° Fahrenheit, will cure the itch when other remedies fail. Three or four baths, one daily, are usually sufficient.

Cotton soaked in olive oil and turpentine and put in the ear often stops earache of the most painful kind.

In the hands of the physician turpentine is of great value in typhoid fever, and of late is used in yellow fever with great success. And last, it is a sure antidote for phosphorus, such as children often swallow when they lurch on match heads. Five or ten drops floated on water should be given every hour till the danger is past. No oily or mucilaginous substance should be taken. If the stomach is unable to retain it, it may be given as an enema in double the quantity.

#### ETIQUETTE OF A WHITE HOUSE DINNER.

The arrangement of the table at the official residence of the President of the United States, according to a writer in the Washington Star, is with floral decoration on the plateau in the center with collections and cakes and ornamental pieces. At each place are the glasses for water and four or five wines, three for each guest, and a card with the name of the guest. Upon the latter rests the plate card, upon which is written the name of the person to occupy that place at the state dining board.

The usual hour for a state dinner is 8 p.m. As the guests arrive, which should be fifteen minutes before the hour set, they are shown to the rooms for the removal of wrappings and descend by the private stairway to the grand corridor and proceed direct to the East Room, where the President and wife await them.

Each gentleman upon entering the room is handed by an usher a small envelope containing a card inscribed with the plan of the table and bearing the name of the lady he will escort. On the diagram the number of the seats he and the lady will occupy are marked. After being received by the President and wife he examines the cards and immediately joins the lady whom he will accompany to the state dining-hall. His own lady remains with him until her escort appears.

All the guests having arrived, at the appointed hour the state dinner is served. The President, with his first lady, leads the way to the state dining-room, followed by the remaining guests. The presiding lady escorted by the principal gentleman, closes the line. The Marine Band meanwhile performs a suitable march.

In the dining-room the guests find their places and take the seats assigned to them by the plate cards, which correspond in location with the diagram handed them upon entering the East Room.

There are four services at state dinners. The dishes, in their order, are served on silver platters by waiters, the guests helping themselves. The chief waiter serves the President first and then proceeds toward the right and the second waiter toward the left. The same course is observed on the opposite side of the table, beginning with the presiding lady. No one is ever served twice. The places of one course are removed as soon as each guest is finished, and the plate for the next is put in its place.

At the close of the dinner, which lasts about three hours, it has been the custom of late years for the gentlemen to leave the table with the ladies, and not return. The custom during the earlier administrations was for the ladies to have their coffee served in the drawing-room and for the gentlemen to return to drink a single glass of wine to the health of the President. Gentlemen wishing to enjoy a cigar retire during the coffee to the corridor at the foot of the private stairway, but join the ladies when the presiding lady makes the motion to retire. After one promenade through the suite of parlors the gentlemen surrender their ladies to the gentlemen with whom they came, and with their own ladies take leave of the President and his lady. They should receive their wrappings and leave the building quietly and promptly. The last of the guests should have retired within thirty minutes after leaving the table.

#### DIG VESSELS OF THE ANCIENTS.

We moderns, says the *Maritime Register*, are justly proud of the wonderful and magnificent specimens of naval architecture that crowd the great ports of the world. If there is anything new under the sun, a first-class ocean steamer, it is believed, is that rarity. In our conceit we recall only the galleys and trimmings of the ancients, that scarce ever ventured beyond the coast line, and the small barks in which Columbus and those that followed him conquered the new world, and gave commerce its greatest field. But the ancients built many goodly-sized craft, and made luxury a study on some of them.

That much controverted craft, the Ark, is an example of bigness. Her tonnage is estimated at about 15,000 tons, smaller, it is true, than that of the *Great Eastern*. No less an authority than Lindsay thinks that she was simply a raft of stupendous size, having upon it a structure resembling a huge warehouse. As no means of propulsion were necessary this description may be correct. The cargo, however, was unique, and probably the largest and most valuable ever carried.

The description of the Ark, as given in the Scriptures, makes the vessel about 450 feet in length, 75 feet in breadth and 45 feet in depth—proportions similar to those in use to-day for great vessels. But as the agnostic is not sure that this lifeboat of the human race ever existed, and as the material is such she never was built, let us take for examples of big ancient vessels some other craft vouchered for upon the authority of profane and not sacred writers. The Egyptians, fond of large things and big dimensions, made the big tonnage vessels of ancient times.

Ptolemy (Philopater) would have appreciated the *Great Eastern*. He was fond of building big boats. One of these is said to have been 420 feet long, 57 feet broad and 72 feet deep from the highest point of stern. This vessel had four rudders, or what some would call steering oars, as they were not fastened, each 45 feet long. She carried 4000 rowers, besides 3000 marines, a large body of servants under her decks, and stores and provisions. Her crew were 72 feet long, and the bales were weighed with lead. There were 3000 rowers on a side, and it is supposed that these were divided into five banks. That this extraordinary vessel ever put to sea is doubted, but that she was launched and used at times, if only for display, several historians are agreed.

Another "ship," the *Thalamegas*, built for one of the Ptolemies, is said to have been 300 feet long, 40 feet broad and 60 feet deep. This was as far more magnificent vessel than any previous one. An Alexandrian historian, in describing her, speaks of her having colonnades, marble stairs and gardens. Another great vessel, historical by reason of its size, is one built by Hiero, King of Syracuse. Her dimensions are estimated to be large from the description of her cargo and the number of her decks and houses. She is supposed to have been sheathed with lead, and accomplished at least one successful trip. A full description of her would read somewhat like that of a Long Island Sound or Hudson river steamer. She had three entrances, the lowest leading to the hull, the second to the eating rooms and the third was appropriated to the soldiers. There were thirty rooms, each having four couches, for the soldiers; there were fifteen couches in the saloon; supper-rooms, and there were three more cabins, each having three couches. The floors of all these rooms were laid in stone mosaic work. There was also a temple of cyprus, inlaid with ivory, and dedicated to Venus. The mainmast was composed of a single tree, and the vessel carried four wooden and eight iron anchors.

As a freight carrier she would rival the largest of our ocean tramps. It is recorded that one or two of the launches belonging to her would carry about eighty tons. This vessel is said to have carried 600,000 measures of corn, 10,000 jars of Sicilian salt fish, 20,000 talents weight of wool, and other cargo 20,000 talents, all of which was in addition to the provisions required for the crew. These are the notable big vessels of ancient times, but the supposition is that as rulers, whether king or people, were as emulous in those days as these, other big craft were also built. From the foregoing description the thought is suggested that the first designers of our own river steamboats may have heard of the Egyptian and Syracusan vessels and taken a hint from them in building floating palaces.

#### DRUNKENNESS A DISEASE.

Why do some men and women become drunkards while the majority of their compatriots, though also non-abstractors, do not? asks Dr. Norman Kerr in *Short Cuts*. No one starts with the design of graduating in drunkenness, but a minority fall in their efforts at moderation. Many of the failures were conspicuous for their talents, their accomplishments, their energy, their usefulness and the nobility of their aspirations. In their non-alcoholic intervals not a few ladies are men and women of refinement and culture, temperance advocates and Christian workers.

The only possibly philosophical and scientific reply is that some individuals have, from whatever conditions, either a tendency to inebriate excess or a defective power of control and resistance. Environment, such as temptations arising out of a social custom or a profession of places where liquor can be obtained, also contributes to the development of the drunken manifestations. A bout of intoxication is no more the disease of inebriety than an act of violence the disease of insanity. I have ventured to define inebriety as a disease of the nervous system allied to insanity, characterized by a very strong impulse to or craving for intoxication. It is not a dipsa (thirst) mania.

Many inebriates are never thirsty unless their "coppers are hot" after a debauch, and others hate the liquor which they cannot abstain from. Inebriety is really a "tipsy mania," or, as I have proposed to designate it, a torpor narcomania—a madness for intoxication by alcohol or opium or any other intoxicant. This mania may be constant, periodical or accidental. In the accidental form there is no symptom of confirmed disease. The individual never transgresses except on some extraordinary occasion, such as a wedding or a funeral or a parliamentary election. In the periodical form there is no symptom of confirmed disease. The individual never transgresses except on some extraordinary occasion, such as a wedding or a funeral or a parliamentary election. In the periodical form there is no symptom of confirmed disease. The individual never transgresses except on some extraordinary occasion, such as a wedding or a funeral or a parliamentary election.

In the permanent form there is no symptom of confirmed disease. The individual never transgresses except on some extraordinary occasion, such as a wedding or a funeral or a parliamentary election. In the permanent form there is no symptom of confirmed disease. The individual never transgresses except on some extraordinary occasion, such as a wedding or a funeral or a parliamentary election.

#### THE TRAGEDY OF THE TEMPLE THEATRE.

He had made a discovery. He stumbled upon it by accident. They were making some repairs to the stage during the summer vacation, and he found in the cellar underneath it a heavy iron trap door. It was rusty; had evidently been unused for years. The iron ring by which it was lifted was rusted down to the surface of the door, so that he had to scrape the rust away and then try to pry it up with a bar to get it loose. But he finally succeeded. And then it took all his patience and his strength to lift the door. By dint of perseverance working with the bar, first this side and then that, and at last putting the bar through the ring and pulling with all his might with both hands, he felt that he was lifting the door. Carefully bracing himself, he gave a final wrench, and succeeded in throwing it open. The damp and musty odor that rushed out nearly overpowered him. He gazed down into a black and seemingly bottomless pit. Far, far beneath him he could hear the flowing of water, but it was with a dim, faint, uncertain sound. He picked up a stone from among the rubbish of the cellar and threw it down. He heard it strike the sides occasionally, but no final thud or splash. Slowly he closed the iron door again, strewed some rubbish over it, and came up on the stage.

He was the manager of the old Temple Theatre. Had been for some years. Had been successful and had already acquired a fortune. It was a lively old city, and he had a specially steady patronage of its best citizens. He had slowly gathered together a stock company that just suited him. A number of them had been with him for several successive seasons. He laid out a regular programme for each year, from which he seldom deviated. During the autumn fall and winter he presented the modern comedies and melodramas, striving always to secure the best, and of late years good fortune had followed him, and he made more successes than failures. In the spring, it was his annual custom, to present one or more of the old comedies, in a specially attractive manner, and in the early summer he gave a season of comic opera, some of his company forming the nucleus of the opera company, with a few principals and a chorus were added. This made a long and a busy season. He was a busy and a successful manager.

His wife was the leading lady. They had been married some years. She had come to him an untutored girl, and he had put her upon the stage and taught her her profession. She had a great deal of talent, was an apt pupil, and soon became his leading lady. While he taught her he learned to love her, and soon after she became his leading lady he made her his wife. She was rarely beautiful, tall and slender with a delicate, pure white complexion, just tinged with pink flushes, and a wealth of glossy, raven black hair, which, when unloosed, fell far below her waist. She was particularly happy in the portrayal of such roles as *Beatrice*, *Portia*, *Miss Hardcastle*, and *Lady Teazle*. She was the apple of her husband's eye, the pride of his heart. So far no children had blessed their union, but they were not old, everything in good time.

This season a change had been necessitated by the departure of his leading man to take the road as a "star." He hated to part with him, and his leading man was sorry to leave; but a tempting offer from another manager, and the chance to achieve a name and fortune for himself as a star were too to be thrown away, and with mutual regrets the parting took place. The new leading man came from another city, well recommended, as his fame had preceded him to some extent, but unknown here. But he proved to be a great actor. He was the right man in the right place. He seemed to inspire the company, and the company him. Never before had the Shakespearean and old comedy pictures seemed so complete. Never before had the manager's wife had a leading man so thoroughly *en rapport* with herself. The manager was delighted, his company pleased, his audience enthusiastic.

But all at once, as it seemed to him, the manager noticed that a change had come over his wife; that she was subdued, pre-occupied, and distrustful in her manner while at home, and that she was feverishly impatient to get to the theatre as soon as it was time; that she was nervously impatient during all her time upon the stage, and growing more brilliant in her impersonations every day. Yet, withal, it came to him that she was, also, growing more self-conscious with him.

He had been a fond and trusting husband. She had been a true and loving wife. Not a cloud had darkened the clear sunshine of their happiness. They were mutually proud of each other's abilities and attainments. It seemed a perfect business and domestic co-partnership. It had been so. To be sure, the manager, the elder, but he was well preserved and vigorous man for his years, and she was very sedate and thoughtful for a young woman. Everyone called it a perfect match. And so it had been, apparently.

But all the too frequently told story was to be told again. Her husband was not of a jealous disposition, and the most unscrupulous of men. The whole matter progressed to a denouement, unconsciously, as such things almost always do. She was hardly aware that her feelings had changed toward her husband; she hardly realized that she did not still love him; perhaps she never had with her whole heart. All that she knew now was that her whole life and soul and being seemed to be beguiling out to this one. The tendrils of her heart blossomed and thrived in the light of his look.

And yet—this stranger in the earthly paradise—to do him justice, he strove against the infatuation that was weaving its fetters about him more and more tightly. But, in spite of himself, his passion became too strong for him—overmastered him. He ought to have fled from this temptation, of course, before it was too late. But he did not fully realize it until it was too late. And then it is always easier to talk about running away from one's business, one's bread and butter, one's success in life than it is to do it. It is easy enough to read and write about being heroic, and doing the right thing at the right time, but it is not so easy in practice. And before he knew it his life with her on the stage became his only life; his other life seemed an empty, unreal dream; he looked forward to his three hours with her on the stage as to his only happiness. He longed for it as only a lover can long for it, his only hope. It was feverishly followed by desperate morning, by remorseful wretchedness of his conscience. But still he yielded, and the passion of Romeo and Juliet became their own.

The unexpected happened as it almost always does, and as it always does—in an unforeseen manner. Wearied and tired of the continued and terrible conflict between love and duty, passion and principle (who shall ever on this earth solve the everlasting problem of affinities?), she, at last, made the first advances and proposed flight. Let of the fool's paradise in which she was living, utterly disgusted, with the hideous mockery of the life she was living with her husband, she determined to do what she dared all. He finally consented. They arranged that he was to take place after the performance on Saturday evening. The play in which they were at present appearing was of the comic variety, and his part was not the complement of

hers, as was almost always the case; as a consequence his work ended at the close of third act, while she was on until the *finis* of the play. So it was arranged that he was to have everything in readiness outside, and she was to join him immediately the performance was over.

I have said the manager was not a jealous man, and of an unscrupulous nature. But I have also said that he had noticed that his wife had changed. He was not an inquisitive man. A man of few words. His was one of those quiet natures that ponder long and deeply, that communes with itself; that is careful to pick the beam out of its own eye before it searches for the mote in the eye of others. But such introspective natures wear upon themselves. They have not the elasticity of those who wear their heart upon their sleeve. When trouble comes to them like a canker it eats their heart out, and corrodes their soul before they know it themselves. He discovered their secret some time before the crisis occurred. He refused to believe it for a long time. He wrestled with the agony of his doubt, while they were fighting with the fervor of their desire. He began to live within himself until he became a monomaniac, yet his outward life, to all appearances, remained the same. He never realized how much he loved his wife until he felt her slipping from him. His wife never mistrusted that he had discovered their secret love. He brooded upon it until he led a double life as well as they.

The dressing-rooms of the theatre were under the stage, those of the men upon one side, those of the women upon the other. Stairways led from each side of the stage to them. During the second act of the present play there the leading man and the leading lady were not upon the stage. This opportunity had been taken advantage of by the lovers for sweet stolen interviews. And they took up their position in the dim mid distance, as it happened, directly over the old trap, of which no one knew the existence except the manager.

After he discovered their secret, he watched and waited, and overheard many of their secret interviews without their being aware of his presence, from a quiet coign of vantage which he had secured. He heard them make their arrangements for final flight, and then, with devilish cunning he laid his plans. He fixed the old trap with a secret spring so that it could be dropped down.

The fateful Saturday night came. It was the last night of the regular season. The house was crowded. The first act went with the usual victorious applause. The second act was midway of its action, the low comedies and vaudeville were in the height of their merriment, when a piercing shriek resounded through the whole auditorium, while above it rose a blood curdling demoniacal laugh. The audience rose to their feet, blanched and breathless. Those on the stage rushed below. The manager had pressed the spring. The lovers, locked in each other's arms, had been precipitated below into the pit! And seated on the ledge gazing down into the dark depths they found the manager—a gibbering maniac!

The Temple Theatre was never opened again. It was shortly afterwards torn down, and a business block erected on the site, and the old pit filled up. The manager was confined to the insane asylum, where he very shortly died, and his property was distributed among various charitable organizations. The bodies of the lovers, still locked in their last fond embrace, were washed ashore on the banks of the river, some miles below the town. The final tragedy of the Temple Theatre is recalled with a shudder.

#### A LONG-FOUNT WANT.

This is the age of inventions, not only in the line of mechanics, but in the direction of health-giving and life-saving devices and instrumentalities for securing comfort and convenience to those unfortunate people who are oppressed by ailments of body and mind. Brown-Sequard's elixir, Koch's lymph, bone and skin transplanting, and other marvels of medicine and surgery attest the vast amount of research which is being bestowed upon the problems of making sick people well and keeping those well who are in good health.

But there is one long-felt want which has not been filled, and to which the attention of the scientific world does not seem to have been directed, and that is the discovery or invention of something which will completely supplement natural sleep in giving the mind and brain perfect rest something which will act as a cut-off and allow the man or woman with overwrought nerves and excited brain to attain that condition of bliss described in the Irish song as "just thinking of nothing at all." They stupidly and cluelessly for the time being, but they are followed by a period of reaction, which is very exhausting; and, indeed, if we may take Dr. Quincey's word for it, there are stages of narcosis in which every mental string is tightened to its utmost tension, and when the brain is as fiercely active as a volcano in eruption. Alcoholic beverages are a lamentable failure, too, in this line, for they create a period of mental excitement which is followed by an era of depression worse than the condition which the alcohol was intended to remedy.

What is needed is some appliance or device which shall act upon the brain very much as an air pump acts on the air contained within a vessel. We need to be put into some kind of a machine and to be exhausted of thoughts, of ideas, of passions, of emotions, and even of will power. In other words, we want to produce by mechanical means that state which the Buddhists call *Nirvana*, or, in other words, to be temporarily and under our control, since otherwise it is no more practically than the sleep of death.

We do our best. We cannot rest our brains as we do our bodies. Tired muscles and sinews ache, bones and joints and even our central nervous system, may be rested by absolute quiet, but still at work, as though possessed by a very demon of unrest. Even "tired nature's sweet restore," "balmy sleep," often fails to rest the brain, for dreams may come, and then we fight out battles over again and struggle anew with the problems and difficulties which have beset our waking hours.

There are possibilities in hypnosis, perhaps, which may aid us in our search for the Nirvana we seek. We know as yet only the ordinary and easily perceived phenomena of hypnosis, but it may be that as the science becomes developed and better understood it may be found to contain the much-needed relief. Our civilization is of such a character as to intensify the mentality of the race and to bring into terrible prominence the reflex action of the mind upon the body. While we attain culture and refinement we sacrifice that calm content which is characteristic of the savage, and which he shares with the brute. We cannot tread back to savagery; so the only thing for the salvation of the race is the discovery of a peaceful rest-cure for the mind. Whether hypnosis can supply it or not remains to be seen, but it is certain that unless some remedy be discovered a few more generations will see the civilized world either idiotic or insane. The bent toward will break, and the overstrained mind and tired brain will refuse to perform their functions, and either a feeble sanity or idiotic must supervene.

—S. F. Cherrish.

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**JANE CRAWFORD & CO.** Hongkong, 10th November, 1891.

**Today's Advertisements.** FOR KOBE (DIRECT). THE Steamship "EURENDALE." Captain-Humphreys, will be despatched as above on SATURDAY, the 28th instant, at daylight. For Freight or Passage, apply to DODWELL, CARILL & Co., Agents. Hongkong, 26th November, 1891. [1445]

**Today's Advertisements.** A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zealand Street, TO-MORROW, the 27th instant, at 8.30 for 9 P.M. precisely. [Hongkong, 26th November, 1891. 1448]

**Today's Advertisements.** A REGULAR MEETING of the above named Lodge will be held in the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 27th December, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 26th November, 1891. [1447]

**Today's Advertisements.** A REGULAR MEETING of the above named Lodge will be held in the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 27th December, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 26th November, 1891. [1447]

**Today's Advertisements.** U CHEUK TONG, has this day appointed J. C. CHEUNG, General Manager of the above Company. U CHEUK TONG, General Manager. Hongkong, 26th November, 1891. [1446]

**Today's Advertisements.** DOUGLAS STEAM-SHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship "HAILONG." Captain Roach, will be despatched for the above Ports, on SUNDAY, the 29th instant, at daylight. For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 26th November, 1891. [1450]

**Today's Advertisements.** SPECIAL NOTICE. THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder Wharf, EVERY EVENING from 5.30 to 7.30 o'clock. PRICE ONE PENNY. Copies ordered from the Office will be charged the usual rate—45 cents. Advertisers are reminded that the Hongkong Telegraph has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application. Hongkong, 14th October, 1891.

**Today's Advertisements.** ENGLISH CLERK seeks situation in Hongkong or elsewhere. Thorough shorthand writer in French and English languages, also good Spanish Correspondent. Expert typewriter. Considerable experience in Parisian and London firms. Good testimonials. Disengaged shortly. "STENO." Hongkong Telegraph Office. Hongkong, 14th November, 1891. [1449]

**Today's Advertisements.** CHINA FIRE-INSURANCE COMPANY, LIMITED. ADJUSTMENT OF BONUS FOR THE YEAR 1890. SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Bonus for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be ascertained. Returns not sent in before the 30th instant will be made up by the Company, and no subsequent claims or alterations will be allowed. By Order of the Directors, JAS. B. COUGHTAIN, Secretary. Hongkong, 26th November, 1891. [1448]



